

Brooklyn Bridge entrance more preten Brooklyn Bridge entrance more pretentious than the one at present occupying that position, and a tunnel is designed for the perlious intersection of Thirty-fourth street with Broadway and Sixth avenue at Herald square. At this point, owing to the elevated structure which runs down Sixth avenue, it is not possible to build a bridge, and the tunnel solution was deemed to be the only way.

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The plans for this improvement emanate from the office of the Bureau of Highways, under the general supervision of Jacob A. Cantor, President of the Borough of Manhattan, and the Immediate supervision of Principal Assistant Engineer Wisner Martin. He proposes to send the tracks of the Broadway street cars through a tunnel which, deflected from the street, will disappear under Herald square and reappear at the other side of Thirty-fourth street at Greeley square.

There will be a passenger platform un-

PROPOSED

TUNNEL FOR BROADWAY CARS UNDER HERALD

AND GREELEY SQUARES

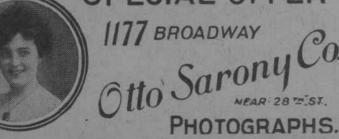
can shuttlecook their way through the under the surface cars when they come to line of cars which are ever waiting for the garth again in front of the bank building.

"It seems to be the only solution to the ficulty.

"With the Broadway cars out of the way fare of the city is not wide enough to

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There will be a passenger platform under ground for the distance of a blockfrom his between the Thirty-fourth street corner and
from the Thirty-fourth street corner, on the
east slide, while stairway from as isle
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Illinois and Mr. Cleveland.

THE political cry of the time of Tilden, in. They always called him Grover whe

ond street, which is part of the library grounds and which the city will have to build. Mr. Hastings, the originator of the plan, in speaking of it, said—

Congested Fifth Avenue.

through natural grades as though we were building railroads through the wilds of the West, looking only upon things from a quantitative point of view and rarely from a qualitative point of view and rarely from a qualitative point of view.

"We seldom take advantage of the natural conditions with design looking for the solution of a problem. The question of design should always come first in the lay out of streets, the building of bridges, &c., and construction follows. The architect and engineer should work hand in hand, "We have generally reversed this order of things, the architect being called in for a detail of a balustrade or a lamppost on a bridge or to do things he is told to do in mere matters of detail. On this account, if such a scheme as this, which I believe to be thoroughly practicable, were once carried out it would do a great deal as a precedent for the future development and beautifying of New York."



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